

Flight Plan

Spring 1999

Washington State Department of Transportation

Aviation Division

First Hall of Fame a Success

by Mac McIver, Aviation Program Manager

Suppose they gave an banquet and everybody showed up? Actually that's what happened at the first annual Washington State Aviation Hall of Fame dinner and presentation. The event, held in conjunction with the Northwest Aviation Conference and Trade Show, honored five aviation pioneers for their contributions to aviation in the state.

The honorees included **Bob Munro**, the founder and owner of Kenmore Air Harbor; **Chuck Gross**, longtime aviation entrepreneur and instructor from Pierce County; **Charlie McAllister**, the pioneer aviator for which Yakima International Airport is named; **Jim Kieran**, the long time FBO and instructor from Spokane; and **Clyde Pangborn**, early barnstormer and the first man to fly non-stop across the Pacific Ocean.



made up of Northwest aviation industry representatives. They represent the first of a lasting annual tribute to those in the aviation industry who have contributed to the rich aviation history in our region.



Receiving the first Washington State Aviation Hall of Fame awards were (left to right) Bob Munro, owner/founder of Kenmore Air Harbor; Arnie Clarke, Manager of Wenatchee Airport (Pangborn Field), representing the late Clyde Pangborn; Jim Gross (representing his late father Chuck Gross, aviation pioneer and instructor from Tacoma); and Karen Kiernan (representing her late husband Jim Kiernan, pioneer aviator from Spokane). Representatives of the late Charlie McAllister, pioneer aviator from Yakima, also attended the banquet, but missed this group photo. More photos on page 4.

In addition to plaques presented to the winners and their families, the names of the honorees are affixed to a trophy that resides in the WSDOT Aviation Division office in Seattle.

Nearly two hundred attended the banquet which, in

The honorees were among a long list of nominations and were chosen by a selection committee

addition to the presentation of the awards, featured writer-humorist Rod Machado as guest speaker. ■

Some of the Stories Inside This Issue

- 2 Bill's Column
- 3 Mountain Flying
- 5 Noteworthy
- 6 Aviation Art Contest Winners

- 8 System Planning
- 9 Flying the Puyallup
- 10 Runway Lighting
- 11 Educational Opportunities
- 12 Pilot's Guide Updates

Bill's Column

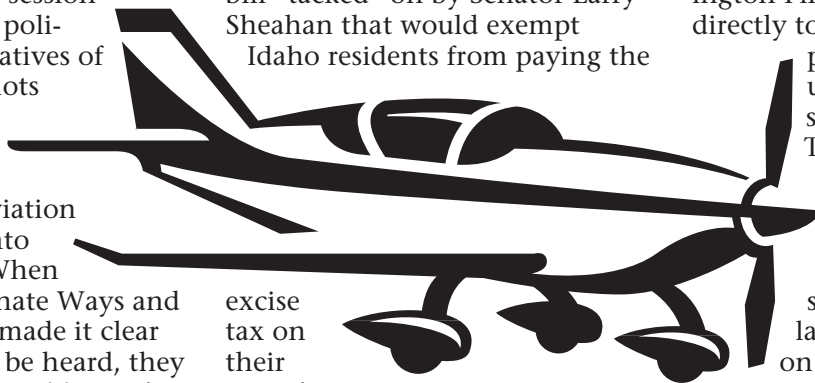
Efforts to obtain additional funding for the Aviation Division this year took a bizarre and tragic turn this legislative session largely because of politics. Two bills, initiatives of the Washington Pilots Association, were introduced that would have captured dollars the aviation community pays into the general fund. When the Chair of the Senate Ways and Means Committee made it clear the bills would not be heard, they died. The bill that would transfer the aircraft excise tax to the Aeronautics Account was however re-written to raise the aircraft registration fee from four to eight dollars. While this caused no end

of consternation among the pilot community, a more troublesome aspect was an amendment to the bill "tacked" on by Senator Larry Sheahan that would exempt Idaho residents from paying the

excise tax on their aircraft based at the Moscow-Pullman airport. There are only 21 aircraft affected, but the precedent setting nature of the bill could impact

other airports where out-of-state aircraft are located. Both the Aviation Division and the Washington Pilots Association appealed directly to Senator Sheahan not to pursue the amendment until a non-legislative solution could be found. The appeal was ignored.

The irony of this ill-advised action is that it takes money from the same general fund that lawmakers seem so intent on protecting.



Bill

Flight Plan

is an official publication of the Aviation Division of the Washington State Department of Transportation. It is designed to inform members of the aviation community and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

Volume 22, Number 1 • April 1999

DIRECTOR OF AVIATION
Bill Brubaker

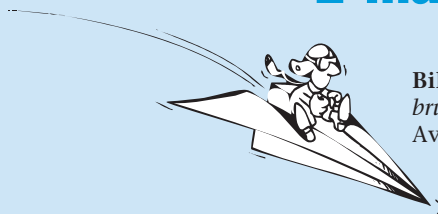
AVIATION DIVISION STAFF
Stan Allison • Germaine Beveridge
Randi Christenson
Donnie Harris • Brian A. Holmes
Newell R. Lee Jr. • Cheryl Little
F.E. "Mac" MacSpadden
M. J. McIver • Aimee Silva
Theresa Smith

MAILING ADDRESS
WSDOT Aviation Division
8900 East Marginal Way South
Seattle, Washington 98108-4024

Phone: (206) 764-4131
Toll Free 1-800-552-0666 (in WA only)
FAX (206) 764-4001

Design by WSDOT Graphic Communications: Gerry Rasmussen
9903-0339 17M

E-mail us!



Bill Brubaker
brubakb@wsdot.wa.gov
Aviation Division Director

Malcolm "Mac" J. McIver
mciverm@wsdot.wa.gov
Aviation Program and
Airport Aid Manager

Newell R. Lee
leen@wsdot.wa.gov
Aviation Budget and Finance

Brian A. Holmes
holmesb@wsdot.wa.gov
Chief Pilot/Aviation Enforcement

Cheryl Little
littlec@wsdot.wa.gov
Executive Assistant

Randi Christenson
christr@wsdot.wa.gov
Aircraft and Airman Registration
Program Manager

Theresa Smith
smithtl@wsdot.wa.gov
Aviation Planning Program Manager

Stan Allison
allisos@wsdot.wa.gov
Aviation Planner

Floyd "Mac" MacSpadden
macspam@wsdot.wa.gov
Search and Rescue Coordinator

Donnie Harris
harrisd@wsdot.wa.gov
State Airport Maintenance
Technician

Aimee Silva
silvaa@wsdot.wa.gov
Office Administration



Mountain Flying Clinic: Good News/Bad News

by Brian A. Holmes, Chief Pilot

The **good news?** We are going to have another Mountain Flying Clinic June 4 - 6, 1999. The **bad news?** We can accommodate only 90 pilots who want to participate in the flying portion. There is no restriction on number of ground school participants.

Excitement is building among the sponsors; us, Washington Pilots Association, Washington Air Search & Rescue (WASAR), the FAA, Wings of Wenatchee and a bunch of fun loving instructors and ground support personnel.

The purpose of the Mountain Flying Clinic is to help improve the pilots knowledge and skill of flying in the mountains. In the ground school we'll review subjects like; mountain weather, density altitude, aircraft performance, and pilot performance. Ground school attendance is mandatory before being allowed to fly. Once ground school is complete off you go in the aircraft *you supplied* with a well trained mountain pilot. A specially designed route awaits you. On the route you will find the majestic scenery breathtaking and the course challenging. You will have a great time and enhance your flying ability at the same time.

While the ground school is mandatory, we also will be offering other optional educational oppor-

tunities. Some of the classes being offered this year include the world famous 99's Flying Companion Course, Survival training, aircraft maintenance, and other safety seminar subjects. Needless to say attendance counts for the ground school portion of the Pilot Proficiency (Wings) program. Those flying the air route get credit for one hour of air work (if your instructor is a CFI). This would only leave one hour of landings and one hour of instrument work left to complete your wings requirements.

Many of the past participants make it a weekend to remember staying the whole weekend. Food is available on the airport and for those of us who like our creature comforts motels are not to far away. The camaraderie is great after all those who attend "speak aviation". This is also a great chance to meet with members of our staff, Washington Pilots Association, Washington Air Search and Rescue, and the FAA. A great chance to ask questions and give us input on matters of concern or interest for you. We hope you will join us.

Mountain Flying Clinic Specifics:

■ Clinic is June 4 - 6, 1999 (Friday night plus weekend).

■ You must attend ground school before doing flight portion. There is absolutely no exceptions to this rule.

■ You are responsible for supplying and paying for the aircraft you are going to use for the flight portion.

■ Other than your aircraft expense, there is no charge for this clinic.

■ *You must be pre-registered to participate in flying portion.* The only place you can register is with the us. In state we may be reached toll free (800) 552-0666. When you call please be prepared to give us; your name, daytime phone number, type of aircraft, and your preferred flight time. Then join us for a great time. We'll see you there.

In order to be fair to all, we will start accepting flight registrations Monday May 3, 1999. ■

Your pilot registration supports not only the Mountain Flying Course, but also:

- Search and Rescue
- CFI and Mechanic Revalidation Classes
- *Flight Plan* newsletter and other publications
 - *Pilot's Guide to Washington Airports*
 - Search and Rescue Training

It's the best \$8.00 you'll ever spend!



More Scenes from the First Hall of Fame



Mac McIver (left), of the WSDOT Aviation Division and the host of the Hall of Fame dinner, listens to Dan McDonald speak on behalf of the late Charile McAllister, aviation pioneer for whom Yakima Airport is named.



Bill Brubaker (left), Director of the WSDOT Aviation Division, congratulates Ken Ruud, on behalf of the late Clyde Pangborn, a distant cousin. Pangborn was an early barnstormer and the first man to fly non-stop across the Pacific Ocean. This was done in October 1931 with his co-pilot Hugh Herndon, taking over 41 hours to fly the 4,558 miles from Sabishiro Beach in Japan to Wenatchee.

Noteworthy

by Brian A. Holmes, Chief Pilot

The following news briefs are passed along for your information:

User Fees Now in Effect in Canada

Aircraft weighing more than 1,323 pounds are now subject to user fees for flying into Canada. Aircraft weighing 6,614 or less are subject to a \$15.00 (Canadian Dollars, approximately \$9.80 American) quarterly fee. This gives you unlimited landings and take off's during the quarter. There is no charge for over flights. Looking for more info? Contact Nav Canada at (800) 876-4693 or e-mail mail to: service@navcanada.ca

82 Grade Fuel Authorized with STC

The new grade aviation fuel (82) is on it the way. If you currently have an auto STC issued by either the EAA or Petersen Aviation of Nebraska, you are authorized to burn this new fuel.

FAA Plans to Operate LORAN-C Until 2008

The LORAN C you have has had it's life extended. The FAA has guaranteed now that LORAN C transmitters will stay on the air until the year 2008.

Petition Filed for Exemption to Part 135 Weather Reporting Stations Filed

The National Air Transportation Association has filed a petition with the FAA for weather reporting requirements. This exemption affects only aircraft flying under FAR 135. The exemption requests authority for Part 135 operations to conduct flights to airports without approved weather sources.

WAC Charts Future Uncertain

NOAA has indicated it intends to cease the production of World Aeronautical Charts (WAC). WAC Charts will cover an area approximately equal to 4 sections, with much less detail. Originally the chart production was to cease this past January. However NOAA delayed while it consults with the FAA.

Other Chart Prices Rise

NOAA has also announced a six percent price increase on all other aeronautical charts.

1998 Safest Year Yet

The preliminary report issued by the National Transportation Safety Board shows that 1998 was the safest year in history for General Aviation. Fatal accident rate is 1.35 accidents per 100,000 hours flown. Good going everyone, keep it up.

Paine Tower Frequency Change

Effective May 20, 1999 Paine Field tower (Everett) will switch the local control frequency of 121.3. the frequency is 132.95 and is effective with the opening of the control tower that morning. At 2100 Local that night 132.95 also becomes the Common Traffic Advisory Frequency (CTAF).

Remember until May 20th you will continue to use 121.3, after that date 132.95 becomes effective as the local control frequency. Please feel free to direct any questions to Sheri Kasen, Air Traffic Control Manager (425) 353-0414. ■



1999 National Aviation Art Contest Winners Includes Everett Student

by Randi Christenson, Aircraft and Airman Registration Program Manager

The Washington State Department of Transportation-Aviation Division announced the names of state winners of the U.S. portion of the International Aviation Art Contest. And for the first time a Washington State Resident has taken national honors. Thirteen year old Mikeal Simburger of Everett's Eisenhower School took top honors in the category of "Computer Generated Art". The National Aeronautics and Space Administration flew Mikael to Washington D.C. for the awards ceremony at the National Air and Space Museum March 29th.

This year's theme was "Flying is Fun." The annual contest is sponsored by the National Aeronautic Association, National Aeronautics and Space Administration, The National Association of State Aviation Officials and the Federal Aviation Administration, in cooperation with Fédération Aéronautique Internationale.



Mikeal Simburger of Everett took top national honors in the computer generated category. To see the award winner's posters in color, visit our home page at www.wsdot.wa.gov/aviation

The other Washington State winners are divided into three groups by age:

Category I (ages 6-9):

No First Place Winner.

2nd Place – Lizzie Sparks, Pleasant Valley Primary, Vancouver;

3rd Place – Megan Bird Yacolt Primary School, Yacolt.

Category II (ages 10-13):

1st Place, a tie – Matt Warman, Homelink, Battle Ground and Andrew Espana, Alki Middle School, Vancouver;

2nd Place – Nina Northy, Homelink, Battle Ground;

3rd Place – Andrew Hurley, Oakesdale School, Oakesdale.

Category III (ages 14-17):

1st Place – Brandon Wells, Woodland High School, Woodland;

2nd Place – Faryar Nasser, Homelink, Battle Ground. There was no third place winner in this category.

Each of the state winners was entered in the National Aeronautic Association's Annual Awards competition at the Smithsonian Institution's National Air and Space Museum.

Across the nation, nearly 18,000 individual entries were submitted for statewide judging this year.

Andrew Espana, from Alki Middle School in Vancouver was a co-winner in the 10-13 year old category.



What's Up in Planning

by Theresa Smith, Aviation Planning Manager

System Planning

The Aviation Planning Section is awaiting the arrival of the 1999 *Washington State Aviation System Plan – Airport Data Collection and Strategic Plan Report*. The Airport Data Collection led to the development of a new database containing current inventory information on the 129 airports in the system plan. In fact, the inventory data ballooned the database to 74,000 bits of information.

Here are some of the findings as 322 runway ends were assessed:

- 19 airports have incompatible land uses in the runway protection zone.
- In meeting a 20:1 approach slope, 141 out of 275 runway ends have obstructed approaches;
- 19 have displaced thresholds;
- In meeting a 34:1 approach slope, 14 out of 28 have obstructed approaches;
- In meeting a 50:1 approach slope, 10 out of 18 have obstructed approaches.

The System Plan Update showed:

- 35 airports experienced an increase in based aircraft
- 36 airports experienced an decrease in based aircraft
- 6 experienced no change.

In comparison to previous forecast information, 23 airports exceeded the 2005 estimated base aircraft with their 1997 actual. Of those airports, Thun Field/Pierce County experienced a 52% increase over the 2005 estimate with +78 new based aircraft. Tacoma Narrows, 31% with +47 new based aircraft; Skagit Regional/Bayview, 43% with +35 new based aircraft; and Pearson Field, 18% with +34 new based aircraft.

The summary of findings document will be available May 1999 and at our website late spring at www.wsdot.wa.gov/aviation. More findings to follow in our next issue of *Flight Plan*. ■

Aviation Staff to Attend Arlington '99

The staff of the Aviation Division will attend the Arlington '99 – the Northwest Experimental Aircraft Association Fly-in and Convention – slated for July 7-11 at the Arlington Airport. The division will have a booth and you will be able to meet them and get information about upcoming events and classes. Pilots will also have an opportunity to pick up registration forms and for the young ones, a chance to fly one of our balsa airplanes! The staff is looking forward to seeing you there! ■

Home Page Remodel

by Brian A. Holmes, Chief Pilot

It sure looked all shiny and nice about 3 years ago, slowly over the years it became a bit tarnished, a bit obsolete, it just didn't sing to us the way it used to. No we're not talking about our favorite new car, we're talking about *YOUR* web page (www.wsdot.wa.gov/aviation).

Many of you have been very kind to call with your comments, questions, and suggestions. Just like we did with the Pilots Guide we decided to basically let you design our remodeled web page. After all the purpose of the page is to supply the Washington aviation enthusiast with information.

So we sat down, listed the suggestions you've made and working with our fantastic group of talented people in the WSDOT Graphic Communications Department are developing a new page that we are excited about. We did not make change just for change sake. What we attempted to do was restructure the page to be more logical in the way information was presented. To centralize information by related subject matter and to avoid duplication through out the page.

We are also expanding our links to various government, organizational and commercial web sites. That way just click on us and we become your gateway to a wealth of aviation information.

The new page will make it's debut towards the end of May. Take it for a test drive, just don't kick the hard drive. Find out what you like and what you don't like then let us know. We love your input, after all we work for you. ■

Thousands Fly the Puyallup

by Mac McIver, Aviation Program Manager



*The winners and their awards (left to right): CFI of the Year: John Swedburg, standing in for **Pete Hammer**, Big Bend Community College, Moses Lake; FBO of the Year: Auburn Flight Center – **Jamelle Garcia**; Air Search & Rescue Award: **Dave Brown**, Bellingham; Airport of the Year: **Jeff Paulson**, presenting Evergreen Field (Vancouver); Airport Manager of the Year: **Duane Lunde**, Eastsound; and Aviation Mechanic of the Year: **Ron Sherman**, Spokane.*

It might have been the rain, but more likely it was the line up of speakers and the outstanding vendor displays that resulted in record numbers of attendees to the 16th Annual Northwest Aviation Conference and Trade Show. The two day event featured the likes of Rod Machado, Phil Boyer, KIRO Traffic reporter Joel Block, Women in Aviation International President Peggy Baty, John and Marth King and a captivating presentation from Al Haynes, Captain of United Airlines Flight 232, that crash landed in Iowa.

The literally thousands of folks who attended, endured shoulder-to-shoulder crowds while they happily shuffled between the speakers auditorium upstairs and the vendor display booths in the downstairs area of the Puyallup Fairgrounds pavilion.

A highlight of the conference this year, as it is every year, is the announcement of the state's outstanding aviators.

The winners were:

Aviation Mechanic of the Year:
Ron Sherman, Spokane

FBO of the Year:
**Auburn Flight Center –
Jamelle Garcia**

Airport Manager of the Year:
Duane Lunde, Eastsound

Airport of the Year:
Evergreen (Vancouver)

Air Search & Rescue Award:
Dave Brown, Bellingham

CFI of the Year:
**Pete Hammer – Big Bend
Community College
(Moses Lake)**

A surprise but no less pleasant award was given to Scott Gardiner of the FAA's Flight Standards District Office. Scott was presented a "granite apple" award for his outstanding contributions to aviation education in the Northwest Region. The award was personally presented by FAA Regional Administrator, Larry Andriesen.

The Northwest Aviation Conference and Trade Show is sponsored each year by the Washington Aviation Association, The Flyer, The Washington Department of Transportation/Aviation Division, and the Federal Aviation Administration (FAA). Additional sponsorships for this year's conference were provided by the Port Of Bellingham and the Aircraft Owners and Pilots Association. ■

Airport Lighting Design Keeps Central Washington Airport Going

by Bill Brubaker, Director, Aviation Division



Mac McIver

A runway lighting system designed and installed by the Aviation Division of the Washington State Department of Transportation will allow commercial service to Wenatchee's Municipal Airport without interruption, while work is done on the main runway. Because a major reconstruction project will close the main runway for several months, the airport will use an alternate runway that until now has been used for general aviation and sport flying. In order for Horizon Airlines and other commercial carriers to use the alternate runway it must be equipped with a temporary lighting system that meets or exceeds Federal Aviation Administration requirements.

Mac McIver of the Aviation Division designed a temporary system of edge and threshold lights that utilized existing parts and equipment. McIver and Don Harris, the division's maintenance technician, expertly installed the system within two days. This resulted in considerable savings to both the state and the city of Wenatchee, owners of the airport while at the same time allowing the airport to continue to serve Central Washington residents with uninterrupted commercial air service.

According to Arnie Clarke, Manager of the airport, "this temporary lighting system is essential to our continued operation, without it, we'd have to close."

The system, which has been accepted by the FAA, will be in place through the end of summer, when repairs to the main runway are expected to be completed. ■

1999 Education Opportunities



Search and Rescue Training

These are the opportunities scheduled as of March 29, 1999, all are subject to change. Check our homepage at <http://www.wsdot.wa.gov/aviation>, for updates.

Date	Course	Location
May 1-2, 1999	Mission Management Course <i>Prerequisite: Must have already taken Mission Aircrew Course.</i>	Kent, WA; Comfort Inn
May 15-16, 1999	Practice Search & Flight Training	Ephrata, WA; Old Terminal Bldg.
June 4-6, 1999	Mountain Flying Clinic	Wenatchee, WA; Wings of Wenatchee
July 17-18, 1999	Mission Aircrew Course*	Everett, WA; Paine Field Comm. College
July 24-25, 1999**	Mountain Search Flying Clinic <i>Prerequisite: Must already be a qualified Mission Pilot and have at least 475 hrs pilot time.</i>	Wenatchee, WA; Wings of Wenatchee
August 14-15, 1999	Chicken Hawk 1999	Pt. Angeles, WA
August 28-29, 1999	Mission Management Course <i>Prerequisite: Must have already taken Mission Aircrew Course.</i>	Spokane, WA; Peppertree Airport Inn
October 9-10, 1999**	Mission Aircrew Course*	Spokane, WA; Peppertree Airport Inn
October 23-24, 1999**	Practice Search & Flight Training	Wenatchee, WA; Wings of Wenatchee
November 20-21, 1999	Mission Management Course <i>Prerequisite: Must have already taken Mission Aircrew Course.</i>	Ocean Shores; Shilo Inn

* Bring to class a current Seattle Sectional and a plotter or straight edge.

** Dates changed since last publication.

You can register for the above classes by calling the WSDOT, Aviation Division at: 1-800-552-0666 or (206) 764-4131. If you have any questions please contact F. E. MacSpadden at the above numbers or at his e-mail address: MacspaM@wsdot.wa.gov.

Flight Instructor Revalidation Clinics

Must be a Washington State registered pilot.

September 11-12, 1999	Spokane	Airport Ramada Inn
November 6-7, 1999	Seattle	NOAA Auditorium, 7600 Sand Point Way NE
January 8-9, 2000	Tacoma	LaQuinta

Aviation Mechanic's Clinics

March 4-5, 2000	Tacoma
March 13-14, 2000	Spokane

Training and Education Opportunities Registration Form

To register for a training or education clinic, either complete and return this form to the Aviation Division or call toll-free 1-800-552-0666 (in Seattle, 764-4131).

A confirmation notice will be mailed to you.

I wish to attend the _____ clinic in _____ on _____

Name, as it appears on your FAA Certificate

CFI Certificate Number

Address

City

Day Phone Number

State/Zip Code

Date

Pilot's Guide Updates and Corrections

by Brian A. Holmes, Chief Pilot

Thanks to many sharp eyed pilots who closely looked at the new edition of the *Pilot's Guide to Washington Airports* we have compiled a list of updates and corrections.

Page	Airport	Change
5	Arlington	Add <i>Jet A</i> to fuel
9	Bellingham	Add <i>Jet A</i> to fuel. Change manager's telephone number to: (360) 676-2500
12	Bremerton	Add <i>Jet A</i> to fuel
13	Anderson	The runway is <i>INCORRECTLY MARKED IN THE PICTURE</i> . The outline is on the road. The runway is right below what is marked in the picture.
14	Skagit	CTAF is 123.05
16	Cashmere	Add to notes: <i>Runway slopes uphill to the west</i>
17	Chehalis	RWY ID in picture and text should be changed from 53 to 33. Wind sock is depicted on the wrong side of the runway; it is west of 15/33. The light bulb should have a "P" in it. In the navigation column under PCL, add CTAF. Manager's phone number should be (360) 748-1230.
30	Deer Park	Identifier now " <i>DEW</i> " – changed by FAA 10/08/98. ASOS now commissioned (January 1999) Avail. 135.175

The following corrections, of January 22, 1999 are listed in page order. Please take a moment to make the following changes to your personal Guide Book:

Page	Airport	Change
49	Kelso	River is identified as Columbia; it should be marked <i>Cowlitz</i> . Land in lower left hand corner of picture is identified as Oregon; it should be marked <i>Longview</i> .
61	Lost River	Under services, change manager's area code to 425.
78	Pasco	RWY's 12L & 12R in picture should be 21L & 21R. RWY 12 in text under navigation should be 21.
89	Ferry Co.	Add the letter "P" inside the light bulb. In the navigation column change the PCL from CTAF to 122.8.
101	Sequim Valley	"All traffic patterns to the south." WARNING: Grandview Airport located 1300 ft to the north.
124	Pearson (Vancouver)	In communications column, add 122.35 for FSS freq. In navigation box, add " <i>bridges towers .5 SW</i> " after the word obstacles. In notes, box change runway from 06 to 26. Change Portland tower frequency to 119.0.
134	Woodland	In notes, change runway 31 to 13 (right traffic RWY 13)



**Washington State
Department of Transportation
Aviation Division**

King County Int'l Airport / Boeing Field
8900 East Marginal Way South
Seattle, Washington 98108-4024